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GEOGRAPHIC SCHOOL BULLETINS

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W. Robert Moore

CHOCOLATE-COATED GUAYAQUIL SERVES ECUADOR'S "BANANA SPLIT" BELT

From the belt of humid lowlands along Ecuador's coast one could order innumerable banana splits, generously sweetened with unrationed sugar from the cane fields and even garnished with a bit of pineapple and topped with chocolate sauce. Top crop and chief export of this "soda fountain" region, however, is cacao, the bean that is ground up to make chocolate. The beans come to Guayaquil, the nation's leading port, for shipment, where in the warehouse district they are spread on canvas strips in the streets to sun-dry before being bagged for export. The barefoot workman stirs them with his feet (Bulletin No. 2).

HOW TEACHERS MAY OBTAIN THE BULLETINS

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General Headquarters, Washington, D. C.

Blasts of British Bombs Blend with Mighty Roar of the Ruhr

BRITISH bombardiers banging at factory towns in the Ruhr are aiming at the industrial heart of Germany, now within an easy hour's flight from the Kent coast of England.

Packed into a horseshoe-shaped area 95 miles long and 65 miles wide, the Ruhr includes most of the province of Westphalia and a slice of the Rhine province, an area smaller than Rhode Island.

In effect, the Ruhr is a gigantic coal pile from which Germany takes the tonnage to stoke her industries and to keep the industrial fires burning in less-favored Italy.

When Ruhr plants operated at pre-war capacity, the district's population normally was about 7,000,000, with the density in some crowded spots running 3,000 to the square mile.

Coal Is Lifeblood of Ruhr Industries

Coal is the lifeblood of the Ruhr, and iron ore the stuff it fashions for a thousand uses. Busy towns dot the flat, grimy landscape, thrusting factory stacks through a pungent pall of smoke.

Ruhr mills also make silk goods, glassware, and paper articles, as well as armor plate and Big Bertha guns (illustration, next page).

The steel of Solingen has been famous since the Middle Ages. About four-fifths of Germany's iron and steel output came from the Ruhr—roughly 11,000,000 tons of iron and 13,000,000 tons of steel a year.

Ruhr mines normally produced 100,000,000 tons of coal a year. Coal has been mined in this district for 600 years. Geologists figured that the deposits would hold out for hundreds of years at the pre-war rate of use.

From Ruhr mines came three-fourths of pre-expansion Germany's coal. Their coke smelted four-fifths of the Reich's iron and steel. More than 400 concerns operated mines or held mining concessions.

Essen, a Sleepy Town Awakened

To the combination of coal at home and the iron ore from neighboring Alsace-Lorraine across the pre-war border of France, the Ruhr owes its industrial output.

Typical of the expansion which industry has brought to the Ruhr is Essen, a sleepy town of 10,000 until Alfred Krupp took over his father's steel works in 1848. Spurred by the son's method of casting steel in large masses, the small plant became an industrial empire, the pay roll lengthened to 80,000 names, and the town could count 650,000 noses. Essen was definitely on the map, ready to contribute to the building of Germany's war machine.

Bombed time and again, the people of Essen have lived for years to the accompaniment of sound and fury of their own making. The earth vibrates day and night to the roar and rumble of huge furnaces and forges. Essen's favorite music was the rattle and clank of precision machinery, and the booming of great guns on the proving grounds.

Other important Ruhr cities are Dortmund, Bochum, Mulheim, Wuppertal, Eberheld, Barmen, and Düsseldorf.

Western gateway to the Ruhr is Duisburg-Hamborn, a four-ply city (with Ruhrort and Meiderich) of 450,000. At the junction of the Ruhr with the Rhine,

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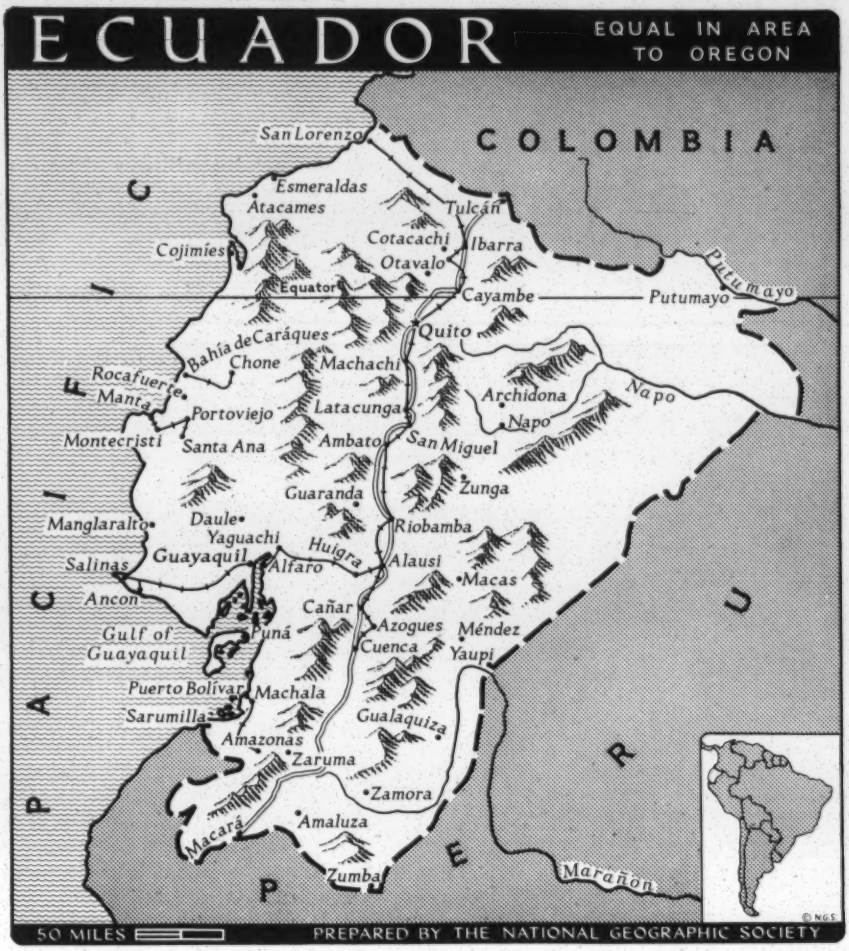

FLAMING VOLCANOES ARE LAMP POSTS ALONG ECUADOR'S "MAIN STREET"

In the titanic trough between Eastern and Western Cordilleras of the Andes, Ecuador's main travel artery follows the north-south line of the Inca highway built centuries ago from Quito to the old Inca capital at Cuzco, Peru. Ecuador's link of the Pan American Highway traverses the same route.

On either side of this high valley trail rise active volcanoes, a cape of glaciers around their lofty shoulders but steam belching from their mouths. Cotopaxi (19,498 feet high), 18 miles from Ambato, holds the title of the world's highest active volcano. Chimborazo, visible from the old Indian town of Riobamba, is famous for the beauty of its ice-capped cone.

A monument of pinkish granite marks where the name-giving Equator cuts its imaginary path across the country, about 15 miles north of Quito.

Its 200,000 inhabitants make Quito the largest city, as well as the capital. Though South America's westernmost capital, it is farther east than Miami.

Most "Panama" hats sold in the United States were woven in Ecuador's mountains, collected at Cuenca and Azogues, bleached and blocked at Guayaquil. The latter, Ecuador's chief port and second-largest city, sends a spur railway to Salinas, near where U. S. forces have one of their two bases (Bulletin No. 2).

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Ecuador: Equator Land of Ice and Volcanic Fire

(This is the eighth of a series of bulletins, with maps and illustrations, on the republics of Latin America.)

STANDING astride the Equator, on South America's Pacific coast, Ecuador has joined with the United States in defending the Panama Canal. As early as March, 1942, the United States was permitted to establish a defense base at Salinas, overlooking the broad Guayaquil Gulf that leads to the nation's chief port, Guayaquil (illustration, cover).

Later an offshore base was set up on the Galapagos Islands, the one-time pirates' nest and "museum of natural history" 950 miles off Ecuador's coast.

This South American nation playing host to United States forces is about the size of Oregon, although its more than 3,000,000 inhabitants give it three times as many people.

Its present area of more than 100,000 square miles is considerably smaller than that claimed in its century-old boundary dispute with Peru, settled last year.

High Snows on "Volcano Avenue"

Ecuador is a nation of extremes, of magnificent cathedral architecture and grass-thatched native huts; of primitive muleback transport over lonely mountain trails, and exquisite, tradition-molded manners in centers of learning and culture. Traveling relatively short distances, one finds tropical rain forests and parched deserts, while coastal plains contrast sharply with the wild Andean landscapes of the mountainous interior (map, inside cover).

This country has an "avenue of volcanoes," many of them active and among the highest in the world, where fire and smoke meet snow and glacier. The Equator land's very name is in many districts belied by the climate, cooled by mountain heights. Quito enjoys weather that is perpetual spring, though beside the Equator. Yet because of the equatorial location, the snow line in the mountains is high—around 16,000 feet above sea level.

About half of Ecuador's people are pure-blooded Indians, with another quarter a combination of Indian and Spanish stock.

Centuries before the arrival of the Spanish conquerors—long before the famous Inca Empire expanded to this region—a prehistoric Indian civilization rose and waned in Ecuador's highlands. The mysterious vanished race were builders of roads and temples, were skilled in stone carving and pottery making, and, according to skull remains, they even filled teeth with gold.

Farm and Forest Aid Hemisphere's War Effort

Most Ecuadorians still live in the highlands, although the coast and lower valleys are more fertile. In the overwhelmingly Indian settlements of the mountains, families wrest a meager living from the soil, herding their flocks and raising grains, beans, potatoes, and other vegetables adapted to high altitudes.

In Ecuador's intermediate and tropical zones the Negro element of the population is concentrated, and the Indians are strikingly different from their highland brothers.

From these zones comes Ecuador's leading export crop—cacao for chocolate. Coffee, sugar, cotton, rice, tropical fruits, and some oil are other products of these

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the harbor normally routed 22,000,000 tons of merchandise a year, as much as Rotterdam, the Rhine delta's chief seaport.

This compound city grew to be, before war upset normal traffic, the busiest river and canal port in Europe (beyond tidewater). The growth began when a canal first connected the old harbor of Ruhrort with the little river port of Duisburg. Their expansion finally absorbed Hamborn and Meiderich, once separate towns between the two original ports.

Canals, Rails, and Rivers Speed Transport

Canal linkage gave Ruhr products access to Black Sea ports by way of the Danube. Southern France was served by the Rhine-Rhône and Rhine-Marne canals.

Railroads, electric lines, and canals crisscross the district in a complex pattern of wormlike twistings.

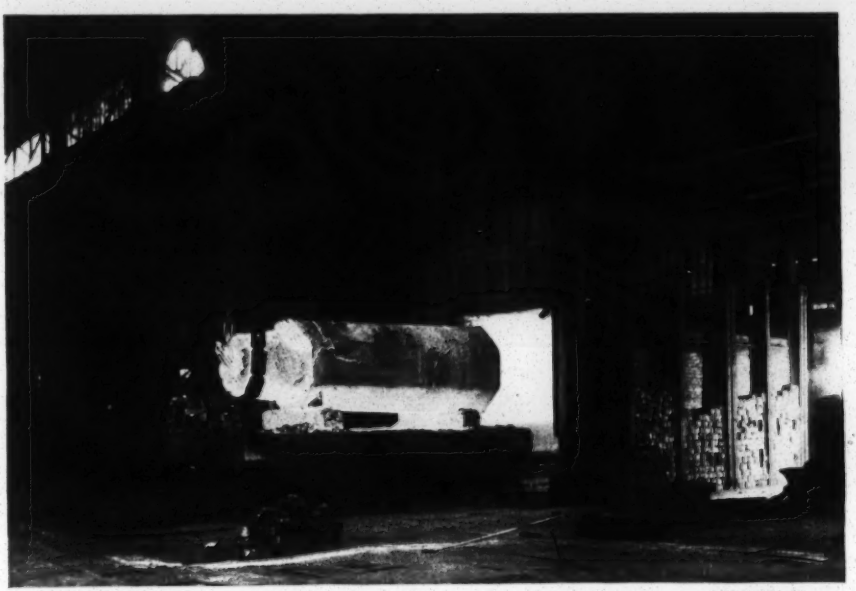
Since the first World War, the Ruhr has been a disturbing cinder in the world's news eye. It was occupied by French and Belgian troops in 1923 when Germany failed to keep up coal deliveries required by peace treaty terms.

In the spring of 1936, when the Rhineland was remilitarized by the Nazis in defiance of the Versailles Treaty, the Ruhr, with the other strategic areas along the river, again became a war asset "made in Germany."

Note: The Ruhr and its crowded industrial cities are shown on the National Geographic Society's Map of Central Europe and the Mediterranean. A price list of maps may be obtained from the Society's headquarters in Washington, D. C.

See also these GEOGRAPHIC SCHOOL BULLETINS: "'Father Rhine,' Bomber's Guide to Germany's War Industries," October 12, 1942; "Germany's Industrial Ruhr," February 10, 1941; and "War Targets in Germany," January 6, 1941.

Bulletin No. 1, February 1, 1943.



Melville Chater

ROARING RUHR FIRES HELPED FORGE THE BLITZ THAT BACKFIRED

Furnaces of the Ruhr's steel industry have for a generation heated cylinders of steel to a white-hot glow, and giant forges have mauled the metal into behemoth guns (above). The Krupp "Big Bertha" long-range guns capable of shelling Paris were a German secret weapon of the last war, made in the Ruhr. In the present struggle, however, the war-forging Ruhr is getting a bitter dose of its own lethal medicine, as British bombers rain destruction on huge war plants.

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Banned Banana Goes Into Partial Eclipse

THE United States by now has bid a reluctant au revoir to bananas, but hardly a goodbye.

While grocers sigh "Yes, we have no bananas" to disappointed customers, lifesaving war materials ride into United States ports in the holds of a hundred banana boats, and much of the "green gold" crop of Caribbean countries ripens unpicked and spoils on the stem. Thus war restricts for the duration the travels of the yellow-clad immigrant from the tropics that has been the No. 1 fruit import of the United States.

Because shipping space must be found for bauxite (aluminum ore), rubber, tin, and other materials needed by Uncle Sam, bananas must bide at home. An example of the plight of countries which once tossed bananas by the ton into America's market basket is Costa Rica, now buried under an unexported abundance of the golden crescent fruit, and brooding over experiments for a way to make flour of the surplus crop.

Pioneer Imports Wrapped in Tinfoil

The banana, for a half-century, has been an ambassador of Good Neighborliness in the Americas. While it can be grown with only limited success in the southernmost reaches of the United States, it thrives the year around in the moist tropical heat of lowlands and islands farther south. And a rising tide of commerce has washed the golden fruit north and golden currency south.

Less than 70 years ago bananas were an oddity in the United States. A stalk was displayed as a tropical curiosity at Philadelphia's Centennial celebration in 1876. The fruit was then sold in individual tinfoil wrappers. But it had become a national staple by 1910. Forty million stems (or stalks) sailed into United States ports in 1916. The peak import year, 1937, saw nearly 10 billion bananas brought into the country—a banana and a half each week of the year for every man, woman, and child.

Bananas thrive best under conditions that are hard on men. Nowhere is the fruit healthier or heavier than in the hot, humid lowlands of the Atlantic coast from southern Mexico to Panama (illustration, next page). Throughout this region expeditions by the National Geographic Society, the Carnegie Institution, the Smithsonian Institution, and other groups have in recent years uncovered much new evidence of the Maya and Maya-like civilizations that flourished there more than a thousand years ago. These early Indian nations were destined to decay, returning their lands to the tropical jungle they found so difficult to combat.

New Orleans Greatest Banana Port

The banana, a native of southern Asia, played no part in Maya civilization, for it did not reach America until 24 years after Columbus. For three and a half centuries it was cultivated on a small scale only. From 1872 on, the banana trade to the United States developed.

It was the conquest of yellow fever in 1898 by Dr. Walter Reed and his associates that paved the way for today's Caribbean banana empire of 3,000,000 acres. Many modern villages with hospitals, schools, and model sanitation now stand on former swampland where fever and malaria had flourished. America's banana appetite was an inducement for clearing these areas of disease.

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regions. Ecuadorian balsa wood, a remarkably light wood (half the weight of cork) used in building planes, life preservers, and life rafts, comes to the United States in large quantities.

The purely Spanish atmosphere and blood ties are found in the cities, particularly in the ancient capital, Quito, more than 9,000 feet above sea level.

Non-Panama "Panama" Hats and Non-Ivory "Ivory" Buttons

The war has proved to be both a help and a hindrance to Ecuador. The country's noted "Panama" hats (so miscalled because of their long sale through Panama) have had to yield shipping space to such fighting necessities as balsa wood, copper, and lead.

Unlike its Andean neighbors, Ecuador produces relatively little in the way of minerals. It has, however, a number of farm and forest contributions to make to the United Nations. Its cacao and coffee are valuable in rations for fighting men around the world.

Other useful exports are rubber, malaria-fighting quinine, fibers, dyes, and the tagua nut, imported by the United States because its ivorylike substance makes tough, long-wearing buttons.

Note: Ecuador is shown on the National Geographic Society's Map of South America, which was issued as a supplement to the October, 1942, issue of the *National Geographic Magazine*.

For additional information on Ecuador, see these *National Geographic Magazines:* "From Sea to Clouds in Ecuador," December, 1941*; "Mrs. Robinson Crusoe in Ecuador," February, 1934*; and "Volcanoes of Ecuador," January, 1929. *(Issues marked with an asterisk are included in a special list of Magazines available to teachers at 10¢ a copy, in groups of 10.)*

Bulletin No. 2, February 1, 1943.

G. M. Dyott

THIS JUNGLE KITTEN MAY GROW UP TO BE A FRIEND OR A FUR COAT

In Ecuador are found some of the largest specimens of the ocelot, the all-American wildcat that roams through warm forests from the southern United States to Paraguay. Some attain a length exceeding 4 feet. Night hunters, they climb the orchid-hung trees of the jungle and pounce on small monkeys, or creep through tall underbrush stalking birds, snakes, rats, and the swift, long-haired, rabbit-size rodent known as the agouti. This chubby ocelot kitten with liquid, whiteless eyes can be trained as a gentle and playful pet. His right side doesn't know what his left side is doing about markings; the rows of spots don't match. For this reason ocelot pelts, in demand for fur coats and trimmings, are a headache to furriers.

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Yunnan, China's Back Door Province of Mines and Magic

THE renewed battle of the British against the Japanese in Burma is echoing against the dark mountain crags of Yunnan far to the north, China's "back door" province to which the Burma Road leads.

An answering echo resounds from the planes of American fliers, operating from high mountain-guarded bases in the southwestern part of the province.

Silent snow ranges, malaria-infested valleys, and the gigantic gorges of three of Asia's mightiest rivers have hitherto raised ramparts around Yunnan, which has remained a hermit wilderness since the reign of Kublai Khan.

But the war has brought in refugee industries and universities from the invaded east. It has enlisted mountain crossbow warriors and carried them away in the first trucks they have seen, to meet allies and enemies of whom they have never heard. The Burma Road poured in a stream of trucks where bullocks and sedan chairs had ruled the road. So Yunnan has developed rapidly into a strong keystone in the bridge between Chungking and the outside world.

Tribesmen from Across Every Border

Wedged into the corner between Burma and French Indo-China, jostled on the west by Tibet, this southwesternmost piece of China is a patchwork province, peopled by fringes of tribes from across the borders. Since only about a half of the twelve million people are Chinese, this has been called one of the least Chinese provinces of China.

Spilling over high mountain passes from the west, Tibetan shepherds inhabit much of the northwest. In some of the valley pockets live Nashi tribes, a primitive people who kindle fire with flint but who have their own sacred scriptures about the Creation and the Deluge. Their sorcerer-priests, following a calling which is hereditary, can perform seemingly magic feats (illustration, next page).

Along the southern frontiers live Shan tribes in a separate principality under their own Sawbwa. Near by are Kachins and Lolo hill men, and Lahu tribes who retain the medieval crossbow and the poisoned arrow as their hunting weapons.

Yunnan is one of the largest provinces of China, with an area of more than 123,500 square miles, or about twice that of New England. A continuation of Tibet, it is everywhere mountainous. The few level spots produce crops of rice, tobacco, grain, peaches, persimmons, pears, and pineapples, and such vegetables as radishes, cabbage, and carrots. Because of the abundant sunshine in contrast to northern gloom, Yunnan means "South of the Clouds."

A Pioneer in Making Metal Alloys

The province has long been known to be rich in metals, especially in tin and copper. In the old days of the Chinese Empire, Yunnan paid its tribute in copper coins. China's tin exports from Yunnan in recent years were estimated to be worth roughly $21,000,000 a year. They provided security for one of the large loans advanced recently to China by the United States. By value, they have amounted to 90 per cent of the province's contributions to foreign trade.

China's war needs have brought about an inventory of Yunnan's mineral wealth, disclosing deposits of asbestos, coal in abundance, iron, antimony, tungsten, lead, and gold. The latter is plentiful in the kingdom of Muli in the northwest.

Yunnan beat the rest of the world by 2,000 years to the "Age of Alloys,"

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Jamaica, Mexico, Honduras, and Guatemala are countries which normally export more than 10,000,000 stems annually. Small Jamaica's big crop usually goes to Great Britain. The others ship their fruit harvest almost exclusively to the United States.

The banana fleet of refrigerator ships that crosses the Gulf of Mexico makes New Orleans the world's greatest banana port. New York, Philadelphia, Baltimore, and Boston follow, then two other Gulf of Mexico ports, Mobile and Galveston.

For That Golden Flavor, Pick It Green

Resembling a tree, the banana plant is actually an herb with tightly rolled leaves serving for a trunk. It lifts large leaves to a maximum height of 30 or 40 feet, taking one year to grow and produce its single stem of fruit.

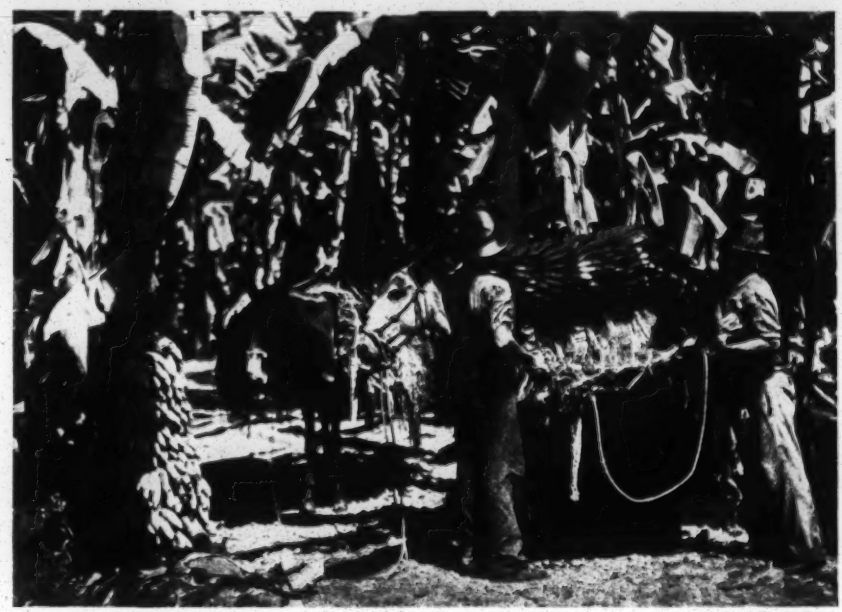
The fruit is suitable for export to distant markets because its flavor and quality suffer by tree-ripening. Even to be eaten at the plantation the fruit is harvested green. With modern refrigerated shipping, bananas bought in the U. S. are as flavorable as the best the plantation manager can put on his table.

Rich in carbohydrates and minerals, the banana has recognized food value and is easily digested. It corresponds closely to the potato in food properties.

Note: Banana-producing regions are shown on the National Geographic Society's Map of Mexico, Central America, and the West Indies.

See also in the GEOGRAPHIC SCHOOL BULLETINS for February 17, 1941, "Yes, We Have More Bananas Than Ever."

Bulletin No. 3, February 1, 1943.



United Fruit Co.

THE BANANA TREE LOSES ITS HEAD AND GAINS 150 CUSTOMERS

While the English were settling Jamestown, the banana colonized Panama, which it reached from Santo Domingo by 1607. Now a leading citizen, it supports Panama's second-ranking industry. The tree-size banana plant heads up into a single big bud which flops over and hangs down; up its stem grow the swelling clusters of thin young bananas, up-pointed like green candles in some fancy chandelier. The plant's drooping head is chopped off while green, with enough fruit on it to satisfy an average of about 150 customers on a one-apiece basis. Each bunch starts away in a cloth hammock at a pack mule's side. Before war curtailed shipping space, it might have reached the United States on an air-conditioned boat.

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Islands in the News

Arctic Landspots on Russia-Bound Convoy Route

LONG convoys plowing doggedly through Arctic waters to Russia's port of Murmansk run the gantlet of submarine and aircraft attack between Nazi-occupied Norway and Finland on one side and Jan Mayen and Bear Islands on the other. German forces have been reported on these Norwegian islets.

Volcanic Jan Mayen lies only about 600 miles northwest of Norway's port of Narvik, and 350 miles northeast of Iceland. Barren, cold, but seldom ice-bound, it is 34 miles long, 9 miles across. It is pockmarked with craters and pimpled with small volcanic cones; steam constantly rises from cracks in the earth.

Henry Hudson named it Hudson's Touches in 1607. It now has the name of a Dutch explorer who visited there in 1611. Norway annexed it 14 years ago.

Bear Island, 600 miles northeast of Jan Mayen and barely 250 miles northwest of Norway's North Cape, is a small member of the Svalbard or Spitsbergen group, less than 70 square miles in area. William Barentz, a Hollander, touching there while searching for a northern route to India, named it "Beeren," or Bear, Island because a huge polar bear was killed there by his men.

The island's north side is streaked with seams of coal and surface deposits of lead ore. Tunheim, in the northeast, grew to be a mining settlement of 200 people, but dwindled as coal prices fell.

Jap-Held Shortland Islands Hit by American Bombardiers

The Shortland Islands, where Japanese ships and planes were destroyed by an American bombing attack, cluster like a mother and her five children 10 miles south of Bougainville Island in the northern Solomons. The mother island, which names the group, is a mere map speck that could be walked across in about two hours. Within Shortland's sheltered harbor lies the smaller island of Faisi, site of a leading Solomons port and former headquarters of British rule.

Savo Island, a Solomons Tombstone

About 10 miles northwest of Guadalcanal, Savo Island marks the undersea grave of three U. S. cruisers sunk in the Battle of the Solomons last year. This circular island lump worked its way above water as a volcano 1,600 feet high. It was still active when discovered in the mid-16th century. Now smoke, steam, and hot water burst from its crevices. Its blanket of forests and coconut groves is patched with native gardens of yams, pineapples, cucumbers, and pumpkins.

Speaking an old Melanesian dialect unknown on near-by Guadalcanal, the islanders shave their heads and wear loin cloths. They hunt with bow and arrow, fight with hatchets, spears, and wicker shields. Their houses are of bamboo.

Barbados, Attacked by Axis, Has a George Washington Shrine

War came to crowded Barbados by submarine, when an Axis U-boat appeared and released torpedoes at ships anchored in Bridgetown's harbor.

The pear-shaped island of Barbados is the eastern outpost of the British West Indies, where the Caribbean touches the Atlantic. Its "neighbors" on the east are the Cape Verde Islands, 2,335 miles away across the Atlantic.

The island's sugar plantations and crossroads position make Bridgetown on the south coast one of the busiest West Indies harbors (illustration, next page).

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developing an alloy of copper and nickel known as *paktong*. Europeans did not discover nickel as a separate element until 1751. About 1820 a European imitation of *paktong* was put on the market as German silver.

Yunnan's most rugged country lies in the northwest, where mountain peaks reach heights of 16,000 feet, and three of Asia's great rivers carve their deep trenches across the landscape—the Salween, the Mekong, and the Yangtze.

Flowing south through three parallel gorges, in one place no farther apart than 48 miles, these river titans separate to go respectively through Burma to the Andaman Sea and the Indian Ocean, through French Indo-China to the South China Sea, and through China to the East China Sea and the Pacific.

A mystery of the Mekong valley is the abundance of Indian corn. Natives have no record of whether the Mekong knew this crop before the Mississippi.

The Salween cuts a mile-deep gorge through marble mountains, where black rhododendron grows. The Yunnan gorges of the Yangtze are covered with cactus.

Kunming (Yunnanfu), the capital city, is terminus of the spectacular railroad from French Indo-China, and a way-station on the Burma Road to Chungking.

Note: Yunnan is shown on the National Geographic Society's Map of Asia and Adjacent Areas, issued as a supplement to the *National Geographic Magazine*, December, 1942.

For further information on Yunnan, see these articles in the *National Geographic Magazine:* "China Opens Her Wild West," September, 1942; and "Burma Road, Back Door to China," November, 1940*; and these GEOGRAPHIC SCHOOL BULLETINS: "Burma Road Is China's Highway of Destiny," October 21, 1940; "Priest-Sorcerers Dance Evil Spirits Away," March 20, 1939; and "First Burma-Yunnan Highway Opens Another Back Door to China," January 23, 1939.

Bulletin No. 4, February 1, 1943.

Joseph F. Rock

YUNNAN'S NON-CHINESE NASHI HAVE PRIESTS WHO DANCE THE DEVILS AWAY

Northwestern Yunnan's steep valleys were so inaccessible in pre-flying days that Chinese conquerors annexed and forgot them. Among the tribesmen still unaffected by modern progress are a half-Tibetan people whom the Chinese call Mosu, but who call themselves the Nashi ("Dark People"). Their nature-worshipping religion shares a belief expressed in the Bible, that driving out evil spirits will cure disease. These Nashi priests were photographed in a song-and-dance medical treatment performed before an outdoor altar and intricately painted religious banners. To scare disease devils away, they chant and clang their swords against gongs. As a climax one of them will dip his bare fingers into burning poppy-seed oil and splash flames after the retreating spirits.

George Washington, in his twentieth year, sailed into Bridgetown on November 3, 1751. This was his only foreign voyage. He brought his sick brother, Lawrence, there to find health. But instead, within two weeks George was himself dangerously ill with smallpox. As soon as he was able, on December 22, he took ship back to Virginia. The cream-colored brick "George Washington Guest House" on the edge of Bridgetown has been visited since by thousands.

Barbados is one of the world's most heavily peopled areas of its size. Almost 200,000 people live on its 166 square miles. The density, nearly 1,200 people per square mile, is comparable to that of China's most crowded provinces. Women outnumber men, thousands of whom move away in search of jobs.

Although Negroes outnumber white residents nine to one, English manners and speech, architecture and government make Barbados a miniature Britain in the Caribbean. England and Bermuda have the only legislatures older than that of Barbados. Spanish visitors named it Barbados, or "bearded," because of the beard-like tendrils of the wild fig trees.

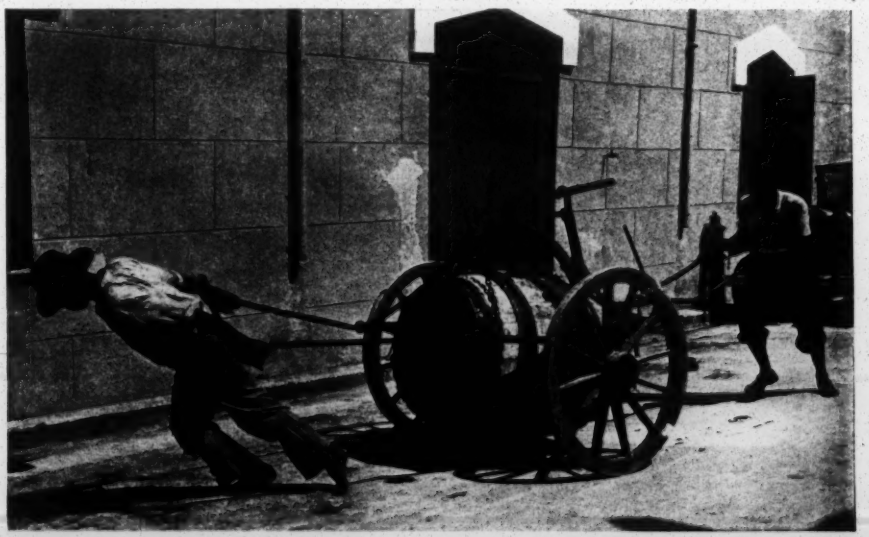
Lampedusa Island Long a Ringside Seat of Mediterranean Wars

Lampedusa, the 6-square-mile bit of land in the narrow waters of the mid-Mediterranean, has been repeatedly bombed by United Nations planes. It is an Italian island 70 miles east of Tunisia, 80 miles south of Sicily, and 90 miles west of Malta. Both Russia and Great Britain have yearned for it as a naval base.

The coast rises in steep white cliffs, some of them 400 feet high. But beaches surround the harbor of Il Porto on the south, the port and only village. Counting an Italian prison colony, the island supports 3,500 people.

Byzantines and Saracens once battled there, as had Phoenicians, Greeks, and Romans. It was uninhabited when colonized by Sicilians 100 years ago.

Bulletin No. 5, February 1, 1943.



Edith Bauer Strout

SLOW AS MOLASSES IS THE TWO-WHEEL, TWO-MAN "SPIDER" OF BARBADOS

About 40 per cent of Barbados, British island on the Atlantic fringes of the West Indies, is planted in green fields of crisp, sweet sugar cane. This toothsome crop supplies the main exports—more than a half-ton of sugar and 33 gallons of molasses for every inhabitant in an average year. The molasses goes to market at Bridgetown in leisure and style, each puncheon, or barrel, loaded on a sort of wheelbarrow frame known as a "spider," moved by pull-and-push power. Mass production methods have been withheld from the island's great sugar industry. They would create unemployment and, unless provision were made for the one-crop islanders, starvation.